

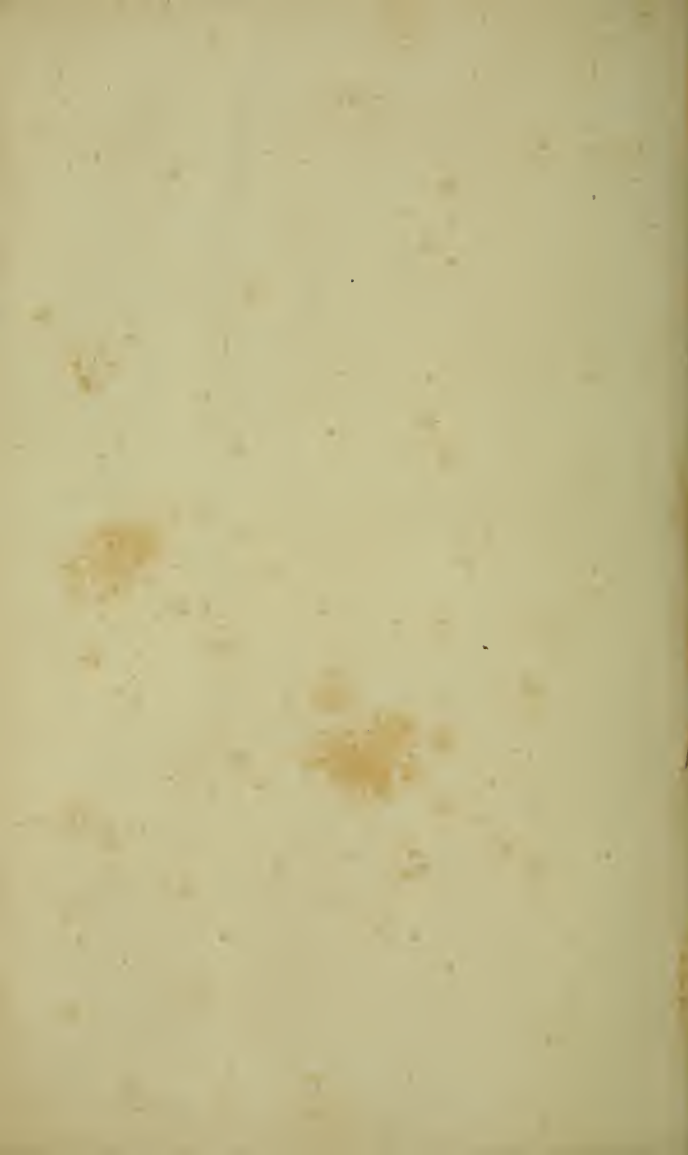
BERRY, COURTNEY & WILSON,
MANUFACTURERS,
PITTSBURGH, PA.



Very early 7.50

1860

Wm. L. Garrison
New York



Berry, Courtney & Wilson

MANUFACTURERS OF

DRAW BARS,
FACE PLATES,

NON-MOVING PLANNES,

DRAFTING LINKS,

PINS & C.

PITTSBURGH

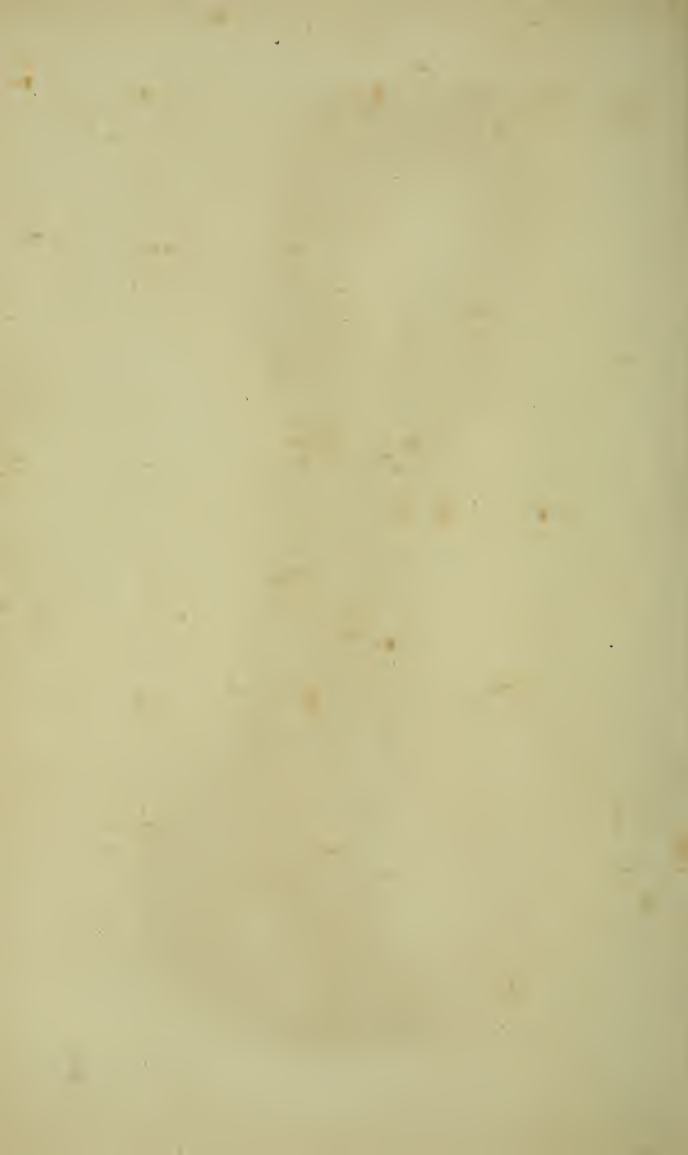
OFFICE
COR. WOOD ST. & SIXTH AVE.

Northern Pacific Ry.



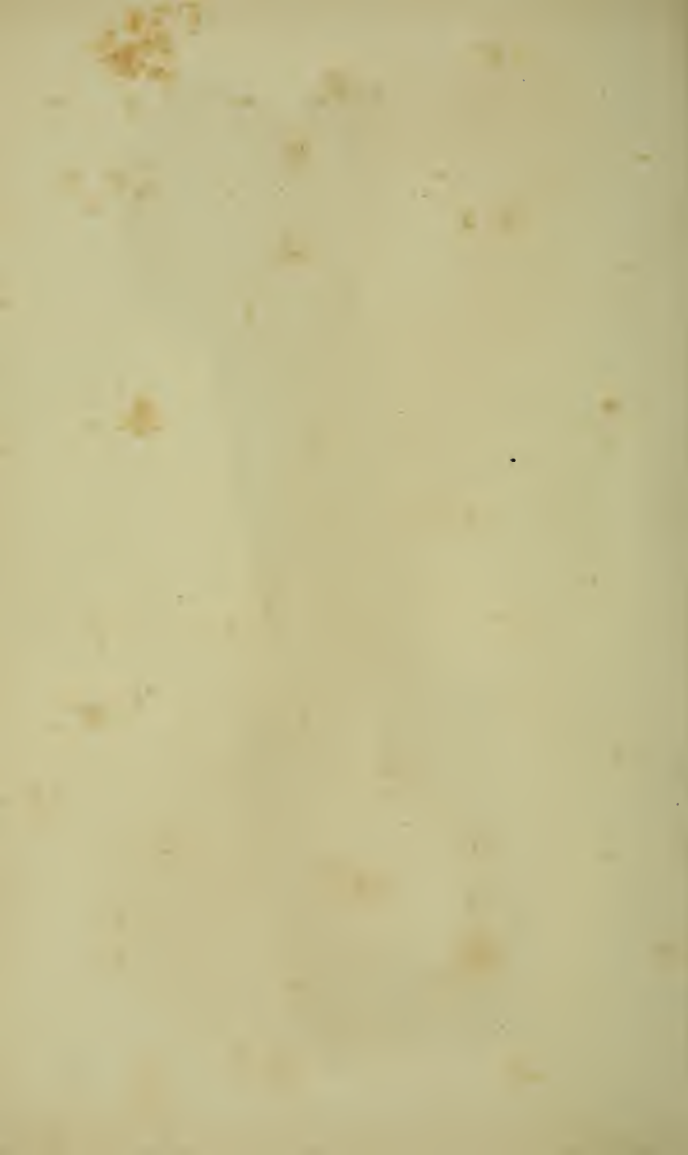
Atlantic & Great Western Ry.



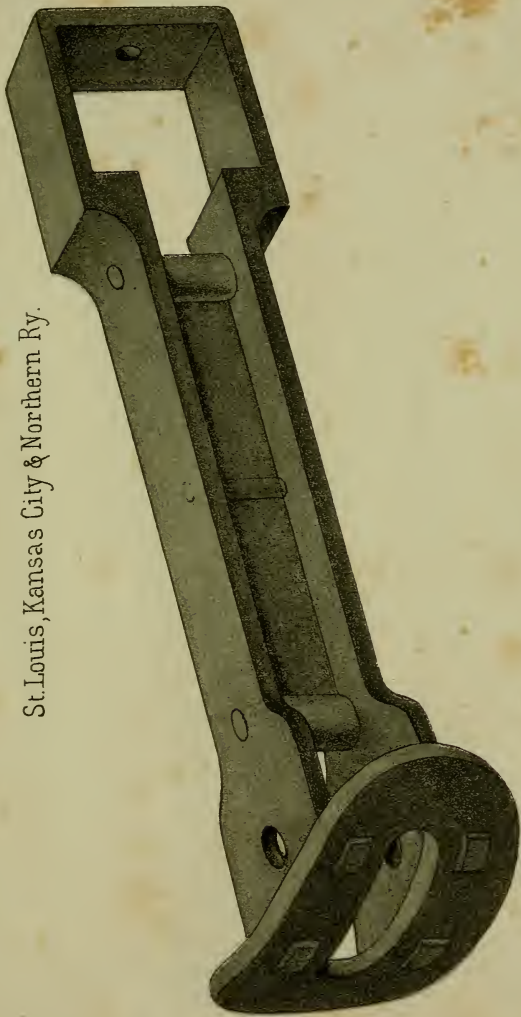


Atlantic & Great Western Ry.





St. Louis, Kansas City & Northern Ry.





Pittsburgh, Fort Wayne & Chicago Ry.



J. J. Wilson & Co.



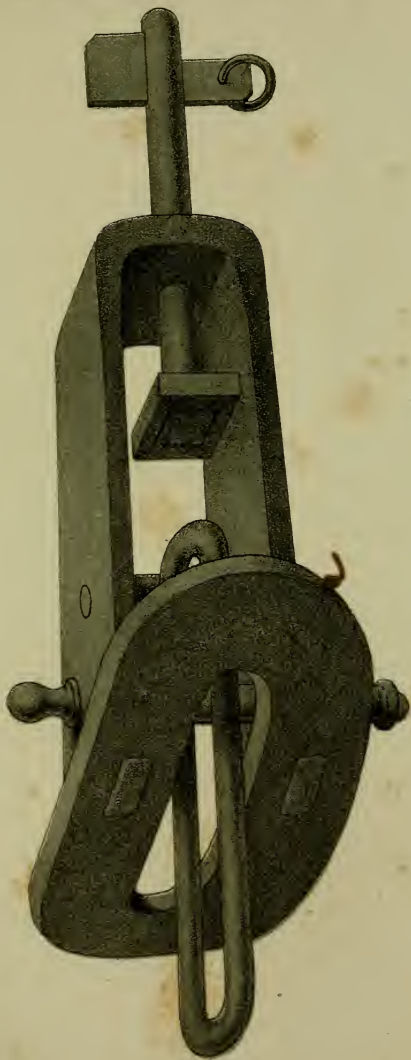
Lake Shore & Michigan Southern Ry.



U

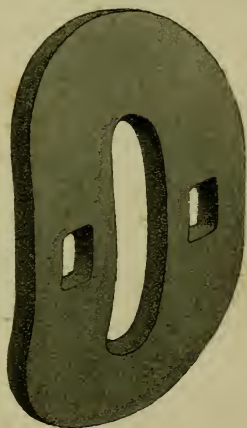
De
Sci
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Pennsylvania Ry. Co's.





1



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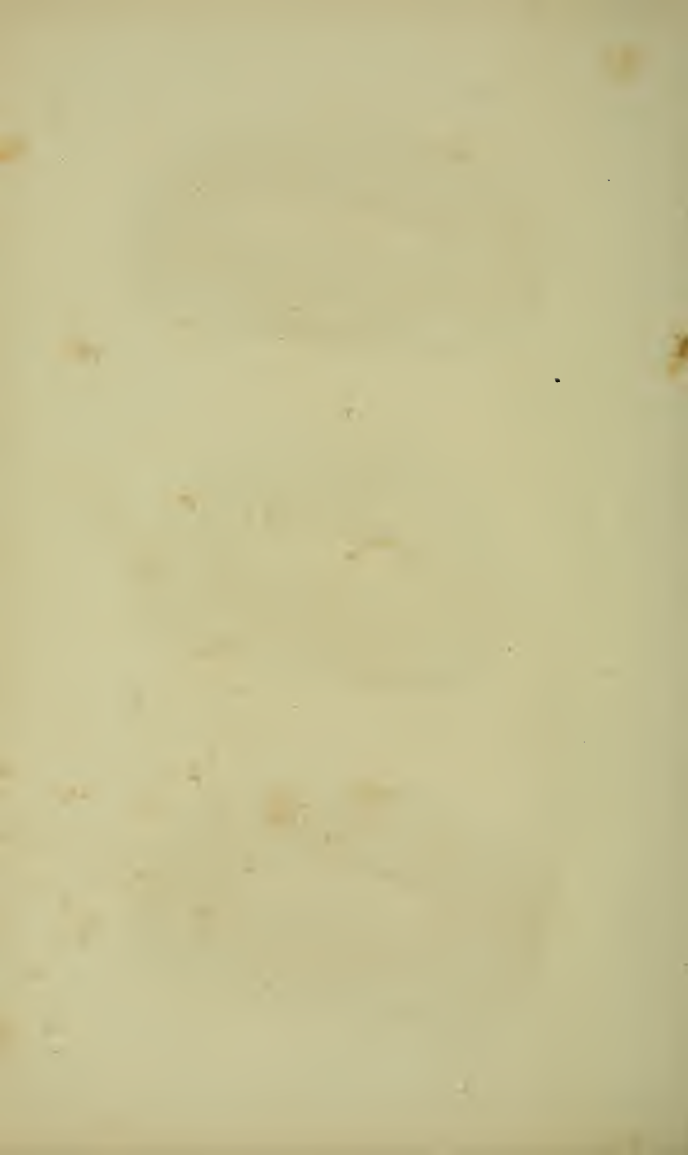


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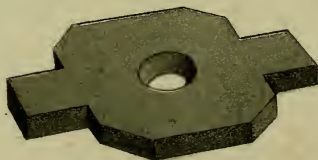




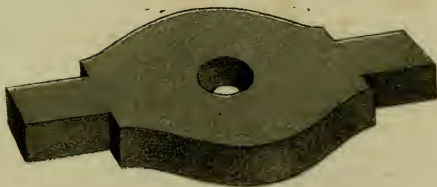
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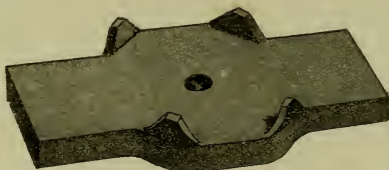
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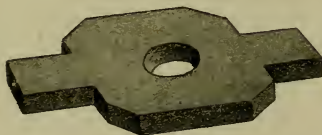
4 $\frac{1}{2}$



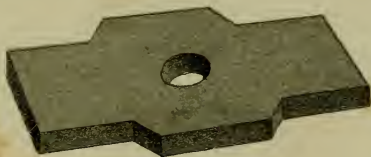
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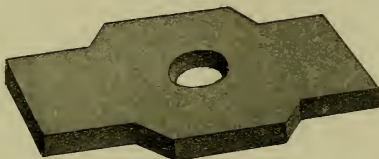
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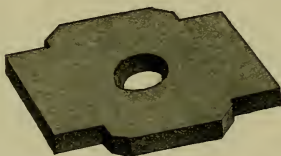
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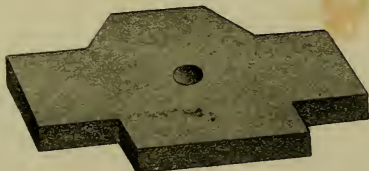
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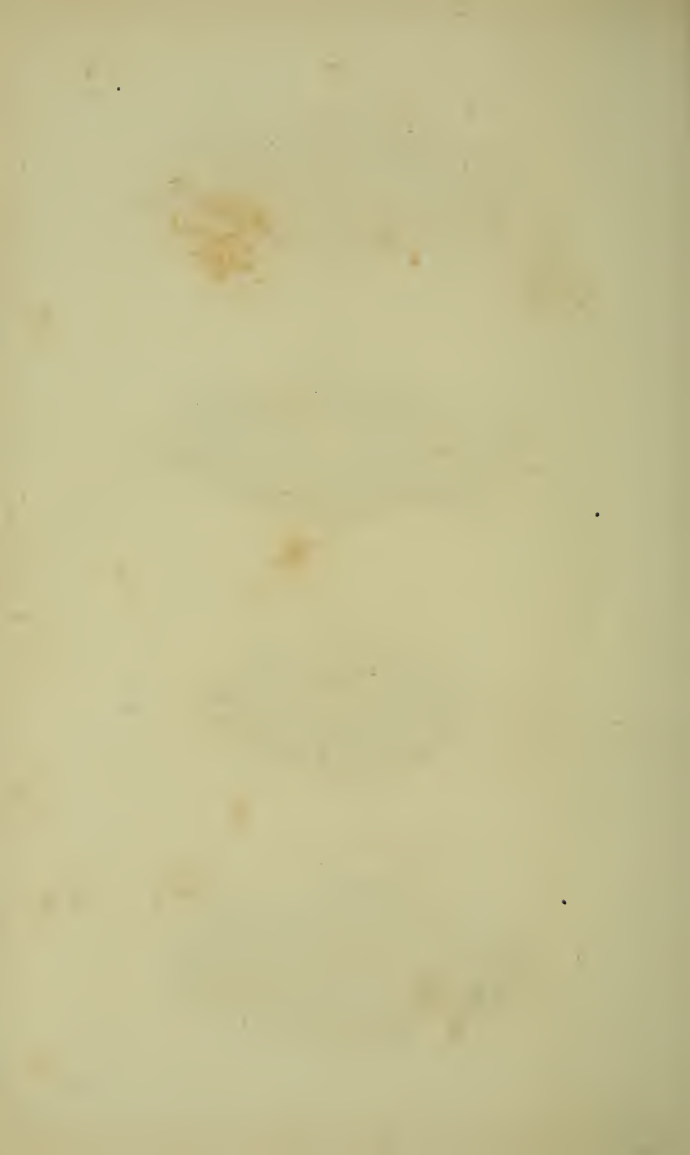


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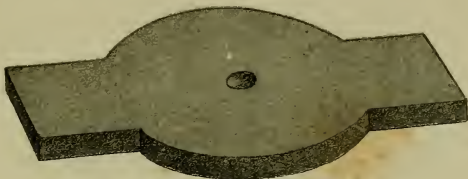


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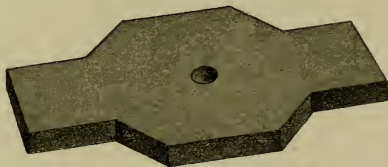
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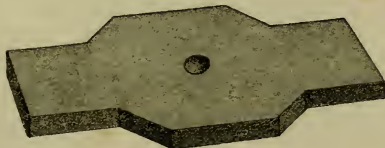
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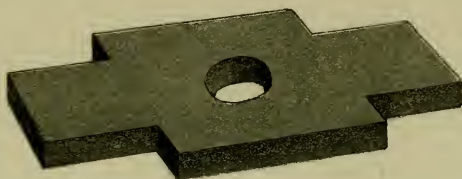
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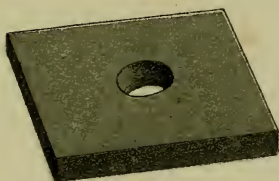
12 $\frac{1}{2}$



13

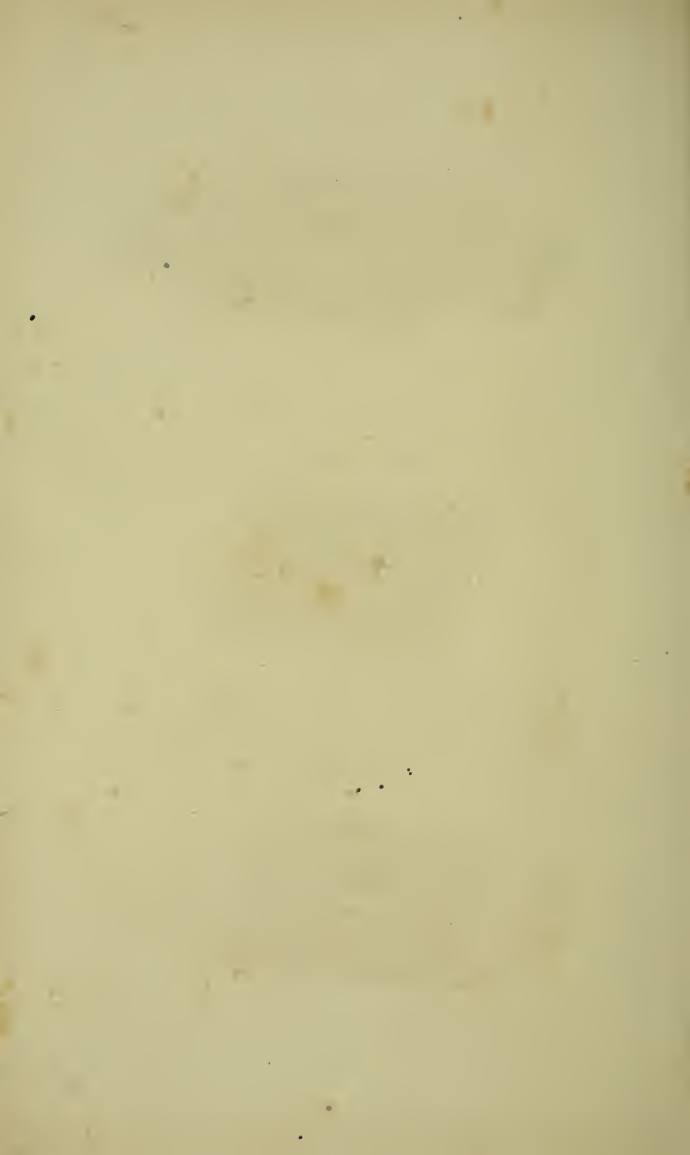


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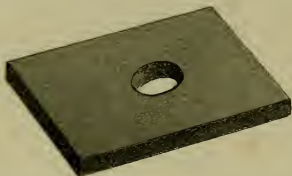


$14\frac{1}{2}$

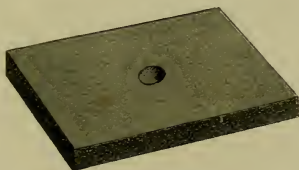




15



$15\frac{1}{2}$



16



2



To Rail Road Companies and Car Manufacturers.

GENTLEMEN :

In calling your attention to our improved method of manufacturing

Face and Follower (or Spring) Plates



AND

BLANKS FOR DRAWBARS,

We are warranted in saying that we have achieved that which is a great saving to Car Builders and Rail Road Companies, from the fact that Drawbars made in this way cost less, and are much more durable, than of a corresponding weight forged.

We will first direct your attention to the unbent bar, which is rolled and punched as represented. The iron is not punched out, but swelled to the sides, making the bar one-half inch wider at that place ; and the rolls are so constructed that they make the bar one-quarter inch thicker, and neatly tapered towards the ends, so that when it is bent it is perfect. In this way the fibre of the iron is not cut or destroyed, as in the old plan of drilling the hole, avoiding danger of the bar cracking at that point where the greatest strength is required.

It is well known by those interested in the construction and durability of Drawbars, that three-fourths



of all that are rendered worthless are broken where the iron is bent, or where it is destroyed by the drilling process.

These facts alone we claim should recommend our Bar to all those interested, to say nothing of the time and labor saved by adopting the use of them.

Our Face and Follower Plates

Are all made by machinery, and those who are familiar with the manufacture of these articles will readily see the advantage gained. To stand the process of manufacture, the iron from which these plates are made must be much superior to that generally used for this purpose; therefore the material we use is the

Best Cross-Piled Re-Rolled Iron,

The fibre of which runs across as well as lengthwise of the plate. The holes by which the Face Plates are fastened to the Drawbars are punched when cold and countersunk, so that when riveted on there is no unmechanical and unnecessary lump or rivet head, but a plain smooth surface.

The Follower Plates are always ready for use, requiring but little time to replace old ones that are broken and worn out, each one being an exact counterpart of the other.

The time saved to Mechanics and Rail Road Companies, in being able to procure them in quantities and having them on hand ready for use, is a great consideration.

Out of thousands of these Plates manufactured, many of which have been in constant use for a long time, we have not yet heard of one that did not give entire satisfaction.

We Make these Articles a Specialty,

And can furnish them in parts, or the Drawbar complete, cheaper and more durable than they can be made in shops of Rail Road Companies, as all our shapes are covered by Letters Patent issued to JOHN T. WILSON, who has had years of valuable experience in the manufacture of Forgings for Cars.

We refer to the following Rail Road Companies and Car Builders who are using our Material:

- Pennsylvania R. R. Co.
- Pittsburgh, Fort Wayne and Chicago R. R. Co.
- Pittsburgh, Cincinnati and St. Louis R. R. Co.
- Cleveland, Columbus, Cincinnati and Indianapolis R. R. Co.
- Gilman, Clinton and Springfield R. R. Co.
- New York and Oswego Midland R. R. Co.
- Richmond, Fredericksburgh and Potomac R. R. Co.
- North Penn R. R. Co.
- Philadelphia and Erie R. R. Co.
- Allegheny Valley R. R. Co.
- Erie and Pittsburgh R. R. Co.
- Philadelphia, Wilmington and Baltimore R. R. Co.
- Northern Central R. R. Co.
- Union Line Transportation Co.

Lambertville Iron Works, Lambertville, N. J.

Shoeber & Johnson, Reading, Pa.

F. Gardner, Carlisle, Pa.

Shoenberger & Bryant, Duluth, Minn.

Ranlet Manufacturing Company, Laconia, N. H.

McNairy & Claflin Manufacturing Co., Cleveland, O.

✓ Russell & Co., Massillon, O.

Mansfield Machine Works, Mansfield, Ohio.

✓ The Harlan & Hollingsworth Co., Wilmington, Del.

Missouri Car and Foundry Co., St. Louis, Mo.

Pittsburgh and M'Keesport Car Co., M'Keesport, Pa.

Erie Car Works, Erie, Pa.

Michael Schall, York, Pa.

✓ W. C. Allison & Son, Philadelphia, Pa.

Murray, Dougal & Co., Milton, Pa.

Billmeyer & Smalls, York, Pa.

P. L. Weimer & Bro., Lebanon, Pa.

Middletown Car Manufacturing Co., Middletown, Pa.

Lehigh Car Manufacturing Co., Stemton, Pa.

W. L. Sands & Co., Pottstown, Pa.

Jackson & Sharp Company, Wilmington, Del.

Harrisburg Car Manufacturing Co., Harrisburg, Pa.

G. W. Bitner, Pittsburgh, Pa.

DIMENSIONS OF DRAWBARS.

North Pacific Railway.

Entire length, 40 inches.
Iron, 4 by 1 inch.

Pocket, $8\frac{1}{2}$ by $6\frac{1}{2}$ inches.
No. 4 Face Plates.

Atlantic and Great Western Railway.

Entire length, 40 inches.
Iron, $3\frac{1}{2}$ by 1 inch.

Pocket, $10\frac{3}{4}$ by $7\frac{3}{4}$ inches.
No. 4 Face Plate.

Entire length, 40 inches.
Iron, $3\frac{1}{2}$ by 1 inch.

Pocket, $10\frac{3}{4}$ by $7\frac{3}{4}$ inches.
No Face Plates.

St. Louis, Kansas City and Northern.

Entire length, $42\frac{1}{2}$ inches.
Iron. $3\frac{1}{2}$ by 1 inch.

Pocket, $8\frac{1}{2}$ by $6\frac{1}{2}$ inches.
No. 2 Face Plate.

Pittsburgh, Fort Wayne and Chicago.

Entire length, 30 inches.
No. 1 Face Plate.

4 by 1 inch Iron.

Lake Shore and Michigan Southern.

Entire length, 40 inches.
Iron, 3 by 1 inch.

Pocket, $8\frac{1}{2}$ by $6\frac{1}{4}$ inches.
No. 3 Face Plate.

Pennsylvania Central.

Entire length, $18\frac{1}{2}$ inches.
No. 1 Face Plate.

Iron, 4 by 1 inch.

DIMENSION OF FACE PLATES.

P. R. R. Pattern.

- No. 1.** $13\frac{1}{2}$ inches long by 8 wide.
Slot, $7\frac{1}{2}$ by $2\frac{1}{4}$ inches.
-

St. L., K. C. and N. Ry. Pattern.

- No. 2.** $13\frac{1}{2}$ inches long by 8 wide.
Slot, $7\frac{1}{2}$ by 2 inches.
-

N. Y. C. and L. S. & M. S. Rys.

- No. 3.** $12\frac{1}{2}$ inches long by $8\frac{1}{4}$ wide.
Slot, 6 by $2\frac{1}{4}$ inches.
-

Northern Pacific.

- No. 4.** $13\frac{1}{2}$ inches long by 8 wide.
Slot, 6 by $2\frac{1}{4}$ inches.

DIMENSION of FOLLOWER PLATES.

P. R. R. and P. C. & St. L. Pattern.

- No. 1.* 12 inches long by 6 wide, 1 inch thick.
3 inches long in draught by $3\frac{1}{2}$ wide.

N. C. Ry. Pattern.

- No. 2.* 10 inches long by 6 wide, 1 inch thick.
2 inches long in draught by $1\frac{3}{4}$ wide.

P., Ft. W. & C. and E. & P. Ry.

- No. 3.* $13\frac{1}{2}$ inches long by 7 wide, $1\frac{1}{2}$ inches thick.
 $2\frac{3}{4}$ inches long in draught by $1\frac{7}{8}$ wide.

N. Y. C. Ry. Pattern.

- No. 4.* 12 inches long by 6 wide, $1\frac{1}{2}$ inches thick.
3 inches long in draught by $3\frac{1}{2}$ wide.

- No. 4 $\frac{1}{2}$.* Same dimensions, with lips.

C. C. C. and I. C. Ry. Pattern.

- No. 5.* 13 inches long by 7 wide, 1 inch thick.
 $3\frac{1}{2}$ inches long in draught by 3 wide.

B. & O. and P. W. & B. Rys. Pattern.

- No. 6.* $10\frac{1}{4}$ inches long by 6 wide, 1 inch thick.
 $2\frac{1}{4}$ inches long in draught by $1\frac{1}{2}$ wide.

Boston and Troy Railway.

- No. 7.* $11\frac{1}{2}$ inches long by 6 wide, 1 inch thick.
3 inches long in draught by $3\frac{3}{4}$ wide, $1\frac{3}{4}$ in. hole.

- No. 7 $\frac{1}{2}$.* Same dimensions, with $2\frac{1}{4}$ inch hole.

C. Mt. V. & D. Ry.

- No. 8.* 8 inches long by 6 wide, 1 inch thick.
2 inches long in draught by 4 wide.

L. M. C. and X. Ry. Pattern.

- No. 9.* 12 inches long by 6 wide, 1 inch thick.
 $2\frac{3}{4}$ inches long in draught by $2\frac{3}{4}$ wide.
-

A. and G. W. Ry. Pattern.

- No. 10.* 14 inches long by 7 wide, $1\frac{1}{4}$ inches thick.
 $3\frac{1}{2}$ inches long in draught by $3\frac{1}{2}$ wide.
-

N. H. and M. Ry. Pattern.

- No. 11.* 13 inches long by 6 wide, $1\frac{1}{4}$ inches thick.
 3 inches long in draught by 3 wide.
-

L. M. C. and X. Pattern.

- No. 12.* 12 inches long by 6 wide, $1\frac{1}{4}$ inches thick.
 $2\frac{3}{4}$ inches long in draught by $2\frac{3}{4}$ wide.
- No. 12 $\frac{1}{2}$.* Same dimensions, 1 inch thick.
-
- No 13.* $13\frac{1}{4}$ inches long by 6 wide, $1\frac{1}{4}$ inches thick.
 $3\frac{1}{2}$ inches long in draught by 3 wide.
-

N. Y. and O. M. Ry. Pattern.

- No. 14.* $8\frac{1}{2}$ inches long by 6 wide, $1\frac{1}{2}$ inches thick.
-

St. L., K. C. and N. Ry.

- No. 14 $\frac{1}{2}$.* $8\frac{1}{2}$ inches long by 6 wide, $1\frac{1}{4}$ inches thick.
-

C. C. and I. C. Ry. Pattern.

- No. 15.* 9 inches long by 6 wide, 1 inch thick, 2 in. hole.
-

North Pacific Railway Pattern.

- No. 15 $\frac{1}{2}$.* 9 inches long by 6 wide, $1\frac{1}{4}$ inch thick, 1 in. hole.
-

P. R. R. Passenger Car Pattern.

- No. 16.* $14\frac{1}{2}$ inches long by $6\frac{1}{2}$ wide, 1 inch thick.
 $3\frac{1}{4}$ inches long in draught by $2\frac{3}{4}$ wide.

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12-

12-

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